

As stated in my previous representation submitted on 22nd June 2025 the Sandwich and Pegwell Bay site is a National Nature Reserve, a site of Special Scientific Interest, a Special Area of Conservation, a Special Protected Area and a Ramsar site which is a wetland area of International importance. However all these seem to count for very little when opposing National Grid. The environment and the wildlife it supports are dismissed over the prospects of profit.

I work as a volunteer for Kent Wildlife Trust on the Pegwell Bay site so am well aware of the unique flora and fauna of this area. I am also too aware of how fragile it is and therefore how any development would be disastrous for it not only in the short term but for years to come. The site has not yet recovered from the Nemo Link project completed seven years ago. The revised plans for use of the former Hoverport show no real improvements and despite all the assurances I'm convinced that it is rhetoric without conviction. Thanet Council is wholly against NG's proposal to use the Hoverport as are our two MPs.

Despite National Grid claiming there is only "anecdotal evidence" the Hoverport was built by Cementation Ltd. using 300,000 tons of locally sourced colliery spoil. Because of that it is now deemed contaminated land sitting within a SSI and NNR. Twenty years ago it was noted that the broken down surface was allowing heavy metal pollutants into the Bay. With the anticipated huge increase in vehicles and construction equipment that will be using the Hoverport as means of access to the intertidal zone there will be substantial damage to the already decaying surface. I am extremely concerned that this will leach all manner of dangerous contaminants into the Bay endangering its wildlife.

National Grid claim that "no significant socio-economic, recreation and tourist effects are anticipated" and also there would be "no significant effect on tourism, human health and wellbeing". Those claims are clearly false. Many people who enjoy walking and exercising on this site daily for their wellbeing will be denied access. The owners of the cafe near the Viking Ship will doubtless see a downturn in business as lorry after lorry drives past and local householders will see their properties devalued. I myself will be unable to use this site along with many other birdwatchers so to say that there will be no significant effect is simply crass. National Grid claims to be a "Responsible Developer". If that was the case they wouldn't be considering this site at all.

As a consequence of document 9.13 only appearing at December 2025 I feel that I would like to comment on some of National Grid's proposals. Throughout the document there appears to be a great deal of uncertainty regarding which methods of construction they intend to use. Surely they have had ample time to survey the area and to be precise in their methodology. Moreover they seemed to have passed that responsibility over to their contractors to make the final decision. However it seems that for the construction of the cofferdams vibropiling will be the adopted method rather than percussive piling. Vibropiling typically generates a noise level of 85-95 decibels. A level of 67-75 decibels causes a disturbance for birds. For lapwings 60 decibels would trigger flight and 75 decibels would cause them to leave entirely. With other vehicles and plant by their own admission having higher noise levels the resting and feeding bird population that depends so much on this quiet area will disappear. National Grid's anticipated time scale for this project within the Bay is in three stages adding up to a minimum of 14 months with some work continuous for 120 days at 24 hours a day. For that non stop disturbance to such an important wildlife site is criminal and the consequences of noise, lighting, vehicle and human traffic, potential pollution and excavations to the existing intertidal zone will have the most catastrophic effect on this unique area.

I am not at all convinced that the proper safeguards will be in place and acted upon regarding drilling fluids. An expected discharge of 10m³ at each borehole is hardly a small amount let alone all the inevitable leaks from all the other vehicles and construction equipment. National Grid as always have said all the right things in their proposals but fulfilling their obligations will be another thing.

Finally it appears that there is no final location or size of access route across the mudflats and that a habitat survey has yet to be carried out. It is ridiculous that such an important study hasn't even been done yet but as far as they are concerned the environment and all it supports is of little or no consequence.

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